

Surface Transportation Program

Program Overview

The Surface Transportation Program provides flexible federal aid funding that may be used by states and local agencies for preservation, reconstruction or construction on any federally eligible highway, bridge/tunnel, pedestrian/bicycle facility, and transit capital facility.

Historically, STP funding has been one of the largest single funding programs offered by the Federal Highway Administration with each state receiving a share. For Minnesota, these funds have traditionally been used to reconstruct or construct road and bridge projects with other modal elements (i.e. trails, transit facilities, etc.) as smaller components of the project.



The STP federal funding for local agencies is distributed to ATP's/MPO's in the following manner:

- 50 percent of the funds are sub-allocated based on population consistent with the most recent census
- 50 percent of the funds are distributed based on the needs calculated by the MnDOT State Aid for Local Transportation Division

The MnDOT State Aid for Local Transportation Division is responsible for the administration and oversight of the local federal STP program.

Program Eligibility and Criteria

Eligibility

Eligible local agencies that can use STP funds for projects include: counties, cities, townships, and tribal governments. Townships and cities with a population of less than 5,000 must request the sponsorship of a county to apply for funding and implement projects. Local agencies are required to provide a 20 percent local match to any federal funds that they receive.

Criteria

Projects are selected through a competitive solicitation process in each of the seven Area Transportation Partnerships/Metropolitan Planning Organizations throughout greater



Minnesota and the Metropolitan Council, through the Transportation Advisory Board, in the seven-county metropolitan area. Each ATP/MPO and the Metropolitan Council use their own method for ranking and selecting projects. Some of the criteria that are typically a part of the solicitations includes:

- Improved safety
- Reduced congestion
- Preserved/extended pavement life
- Connections between major points of interest

The STP funds for local agencies may be used on functionally classified roadways that meet FHWA's requirements - the CFR definition of federal aid highways means highways on the federal aid highway system (National Highway System= Interstate System, and interconnected urban and rural principal arterials and highways) and all other public roads not classified as local roads or rural minor collectors.

Funding

The table below shows the amounts programmed statewide to local agencies along with the number of projects over the past five years.

	2011*	2012	2013	2014	2015
STP Funds Programmed	\$71 M	\$58 M	\$64 M	\$96 M	\$74 M
Number of Projects	79	64	61	65	47

*The Union Depot Project in Saint Paul was included in this amount

For More Information

The information provided in this document reflects MAP21 since the FASTACT guidance is still being prepared by the FHWA. Contact Merry Daher, State Aid Project Delivery Engineer at merry.daher@state.mn.us or 651-366-3821 if you have questions.

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